

Vision 2020 Plan: Recreation

Vision 2020 Goals:

- The Broadview-Bitter Lake-Haller Lake area will be served by a system of safe pocket parks, playgrounds, gardens, public plazas, and larger parks that take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound as well as unbuilt amenities such as the Interurban **Greenway** Trail, the Bitter Lake Reservoir area, and the new Green Street along Linden Avenue N. Many of the parks will have play equipment for children of all ages. Parks located adjacent to natural amenities, including lakes, creeks, and forests, will offer adults and children an opportunity to learn about healthy local ecosystems. Parks may also contain historic features that maintain a connection with the previous history of the area. The parks and other recreational areas will be safe, well maintained, **and** free of pet and wildlife waste, and graffiti.
- The new green street along Linden Avenue N. between 128th and **145th**, in conjunction with development and greening of the Interurban **Greenway** along the Linden Avenue/Interurban right-of-way south of **128th**, will provide a community public “street park” at the heart of the hub urban village. An intergenerational walkway with benches, trees and other landscaping, signature light fixtures, and public art will link the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the playground at Broadview-Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail and Linden Ave. N. and the new recreational and garden area surrounding the Bitter Lake Reservoir.

Summary of Issues

- There are safety and maintenance problems at Bitter Lake, Haller Lake, and Northacres, Bitter Lake, and Carkeek Parks. (Also see Public Safety section.)
- There are not enough pocket parks or playgrounds located within easy walking distance of residential areas within the planning area, and inadequate open space in residential and commercial areas.
- Area residents are concerned that Bitter Lake Park may not be maintained in perpetuity as a park by the Seattle School District, and that development may occur within the Park that would be inconsistent with the goals of this Plan.
- Area residents are concerned about a **lack** of input in development of additional sport facilities at Ingraham High School, and that neighborhood concerns will not be addressed in these planning efforts.
- The railroad right-of-way in Carkeek Park is unsafe and creates access barriers.

Policy R-I The City will work with the Seattle School District, community organizations, property owners, residents, and parents of school children to improve the playground at

Broadview-Thomson Elementary School and develop an intergenerational walkway with benches, trees and other landscaping, signature light fixtures, and public **art** linking the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the playground at Broadview-Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail and Linden Ave. N. and the new recreational and garden area surrounding the Bitter Lake Reservoir.

Action:

R-1-1 The City will negotiate with the Seattle School District to purchase or to otherwise ensure that Bitter Lake Park will remain in use in perpetuity as public open green space for adult and children's recreational use. The City will also work with the School District, community organizations, property owners, residents, and parents of school children to plan and develop the intergenerational walkway described above.

Policy R-2 The City shall move the fence during the rehabilitation of the Bitter Lake Reservoir and, in conjunction with community organizations, property and business owners, residents, and other interested parties, develop walking paths and recreational areas for children and adults, community gardens and landscaping, which may include a P-patch garden, and additional or other types of public open **space** features. (See also Land Use Policies above.)

Policy R-3 The City will dedicate the City Light surplus properties located along the right-of-way of Linden Avenue North between 143rd and 245th Streets towards development **of the** street as a Green Street and portion of the Interurban Trail and to provide additional open space for the area. (See also Land Use Policies)

Policy R-4 The City, in conjunction with the Seattle School District, community organizations, property owners, residents, school staff, students, parents, and other interested parties, shall develop agreements, policies, and procedures to govern the planning of new sports facilities at Ingraham High School. These agreements shall ensure adequate community representation within the planning process and opportunity for public comment prior to completion of any planning efforts.

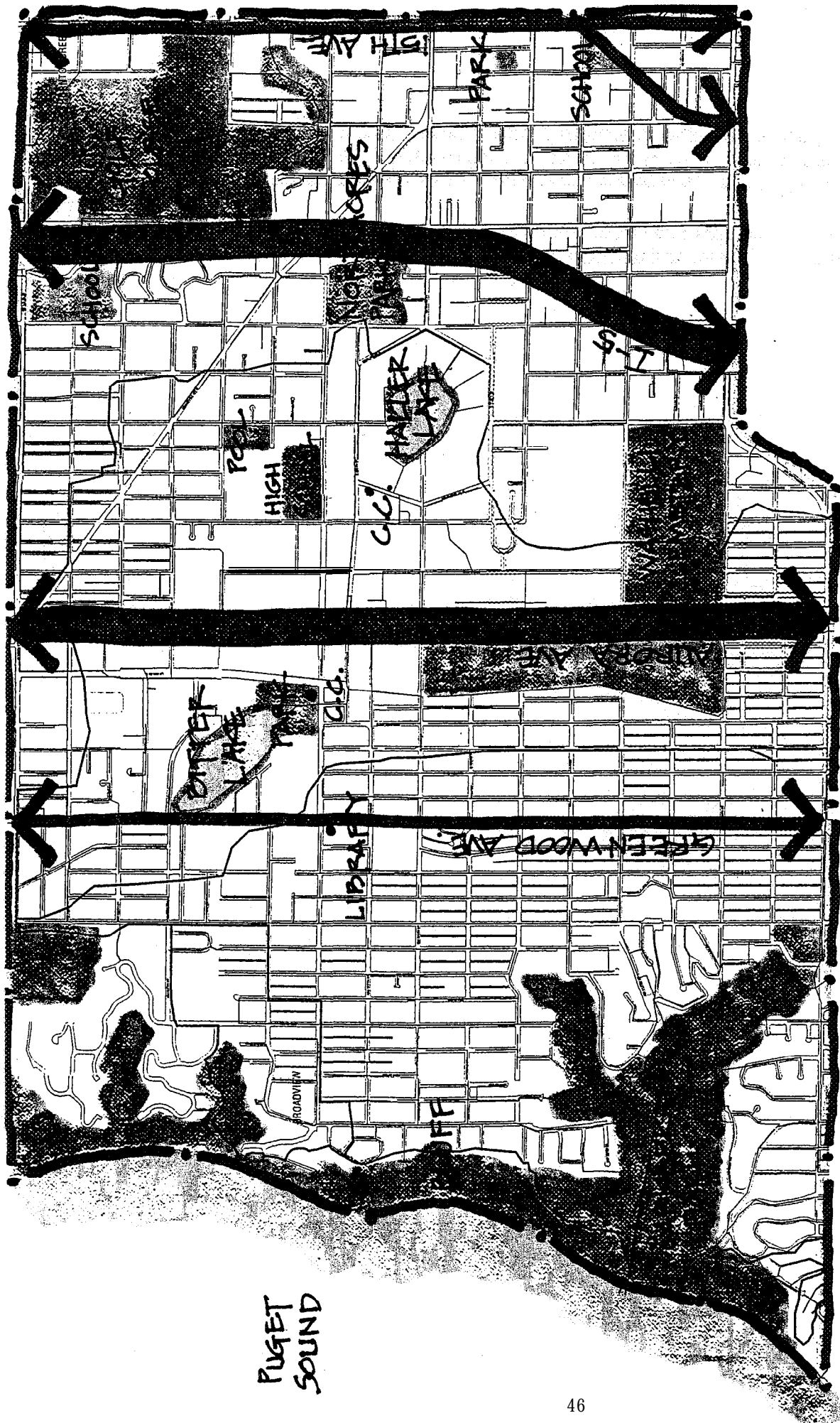
Policy R-5 The City will work with the Seattle School District, community organizations, property owners, residents, and parents of school children to assess the need for playground improvements and community linkages at other local schools within the planning area.

Policy R-7 The City will ensure that Bitter Lake, Haller Lake, and North Acres, Bitter Lake, and Carkeek Parks, as well as any new parks that may be developed in the planning area, are safe, well-maintained and interpreted. The City will work with neighborhood groups to expand the Adopt-a-Park and Adopt-a-Street programs to help maintain local parks and green streets **and to** improve local school playgrounds and environmental facilities.

Policy R-8 The City will continue to offer excellent public services and maintenance at the Bitter Lake Community Center, the Helene Madison Pool, the Broadview Library, and other City facilities. The City will involve community organizations, property owners,

residents, facility users, and other interested parties in planning for improvements to the Broadview Library, as well as in any future planned improvements to the Bitter Lake Community Center, Helene Madison Pool, and other City recreational facilities.

Policy R-9 The City will study and implement means of protecting Carkeek Park users and Broadview area residents and visitors from the hazards of the railroad right-of-way.



OPEN SPACE & AMENITIES

- Much of the open space is not publicly accessible or has limited access.
- Major roads and automobile traffic act as barriers to pedestrians.
- Amenities such as pedestrian-friendly shopping/business district(s) and large central public plazas are lacking.
- Pedestrian accessibility is restricted or missing.

Vision 2020 Plan: Public Safety

Vision 2020 Goal:

The Broadview-Bitter Lake-Haller Lake area will be safe, free of violent crime and theft, and a friendly place in which to live, raise a family, and work. The City will maintain an adequate and visible police presence in the area. Sidewalks and street crossings will be designed to protect pedestrians and cyclists from traffic and to facilitate safe passage for children, the elderly, and the physically challenged. Streets and parking lots will be well lit and safe. Neighbors will watch out for each other and take an active role in promoting the safety of their neighborhoods.

Issues:

- There is a high incidence of burglary, prostitution, drug sales, auto theft, vandalism and other crimes within the Broadview-Bitter Lake-Haller Lake area. The elderly and disabled are especially vulnerable to crime.
- Crime and vandalism create safety concerns for people using area parks. For example, the children's play area and other parts of North Acres Park which lack visibility provide opportunities for criminal activities.
- The area needs a larger and more visible police presence, particularly community police officers.
- Additional and more effective **block** watches are also needed.
- Some multifamily developments and trailer parks are poorly maintained and unsafe.
- Many vacant and undeveloped lots, public open spaces, parks and other secluded or semi-secluded spaces offer opportunities for vandalism and other criminal activities. Vandalism also occurs in private yards.
- The appearance and safety of the area is damaged by abandoned vehicles, illegal dumping, and graffiti.
- Mail delivery to postal boxes on heavily used arterials is dangerous.

Policy **PS-1** The City will increase the number and visibility of police patrols, including community policing, bicycle, and foot patrols, in the North Precinct generally and in the Broadview-Bitter Lake-Haller Lake area in particular.

Policy PS-2 The City will consider developing a "store front" Community Police Office on or near Aurora Avenue North to increase police visibility and provide access to concerned citizens who wish to work with the police to solve local crime problems.

Policy PS-3 The City's community policing and crime prevention staff will work with community organizations, property and business owners, residents, and other interested

parties to identify high crime areas and target appropriate City and community resources accordingly. The City will provide additional resources to strengthen existing and establish new Block Watch programs, and develop and implement additional crime prevention measures.

Policy PS-4 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, will improve lighting along streets, sidewalks, pedestrian and bicycle pathways, in parks, open space areas, and public facilities throughout the Broadview-Bitter Lake-Haller Lake area to prevent crime.

Actions:

PS-4-1 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify areas with inadequate street, sidewalk, pedestrian and bicycle pathway lighting in the planning area and systematically improve the lighting in those areas.

PS-4-2 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify area parks, open space areas, and public facilities with inadequate lighting and systematically improve the lighting in those areas.

PS-4-3 The City will assist resident organizations to develop lighting plans, including porch lighting or driveway lighting or parking lot lighting, to help prevent crime.

PS-4-4 The City will provide incentives and education to property owners to create or improve public safety conditions. This may include incentives for proper fencing and lighting for commercial and residential property owners to prevent crime through environmental design lighting practices.

Policy PS-6 The City, in conjunction with community organizations, property owners, residents, local schools, and other interested parties, will review and implement measures to increase safety and prevent crime at North Acres Park. These measures may include removing the berm in front of the children's play area and other measures to increase visibility, as well as increasing the number and visibility of police patrols near North Acres Park.

Policy PS-6 The City will create a program to provide emergency call boxes at key pedestrian locations, perhaps including key Metro bus stops and selected parking lots.

Policy PS-7 The City will work with the U.S. Postal Service to address safety problems throughout the Broadview-Bitter Lake-Haller Lake area arising from mail delivery to postal boxes located in dangerous locations, including on heavily used arterials.

Vision 2020 Plan: Natural Environment

Vision 2020 Goals:

- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect the habitat for fish, birds, and other wildlife.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will create a greener and healthier environment by protecting existing trees and planting additional trees along commercial and residential streets and in area parks and open space areas.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will take measures to protect against further environmental impacts, and remediate past impacts from air emissions from the freeway and the Northwest Hospital medical waste incinerator, as well as buildup of contaminants in the soil and watersheds from these sources and from the use of area properties for waste disposal and storage of heavy equipment.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will take measures to prevent noise pollution.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will work together to enhance public access to shorelines.

Issues:

- Contaminated storm water runoff degrades water quality thereby polluting beaches, lakes and stream reaches. (See Infrastructure Section above.)
- Decades of emissions from the freeway and the Northwest Hospital medical waste incinerator may have resulted in a buildup of contaminants in the area's soil and watersheds, including Haller Lake, Bitter Lake, the Thornton and Piper's Creek watersheds, and the Bitter Lake Reservoir, as well in health impacts to area residents.
- Prior and current use of area properties for waste storage and disposal may have resulted in buildup of contaminants in the area's soil and watersheds as well as health impacts to residents.

- Bitter Lake, which is recharged by water from the Bitter Lake Reservoir, may be adversely impacted by improvements to the reservoir.
- Public access to waterfront lands via street-end properties is inadequate.
- The neighborhood suffers from noise pollution from a variety of sources including: I-5 and Aurora trucks, buses, and automobile traffic, aircraft, construction work at odd hours, testing of emergency generators, mechanical equipment sited on roof tops, maintenance, garbage, and delivery trucks, and other sources.
- The lakes do not provide adequate recreational fishing.
- Portions of the creeks are buried.
- Litter clutters the beaches.
- Swimming can be unsafe for the public.

Policy E-1 The City, in conjunction with other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties, will identify and eliminate or effectively mitigate, contaminants in Haller Lake, Bitter Lake, area creeks and the broader watershed areas, and in Puget Sound.

Actions:

E-1-1 Seattle Public Utilities, in conjunction with the Seattle King County Department of Public Health, community and environmental organizations, property and business owners, residents and other interested parties, will identify contaminants posing risks to public health and safety in Haller Lake, Bitter Lake, and the Thornton and Piper's Creek watersheds and their likely sources and propose and implement measures for eliminating or effectively mitigating these contaminants.

E-1-2 Seattle Public Utilities, in conjunction with the Seattle King County Department of Public Health, community and environmental organizations, property and business owners, residents and other interested parties, shall develop and implement a program to educate the public about controlling the release of toxic substances into the watershed.

Policy E-2 The City, in **conjunction** with the Puget Sound Air Pollution Control Agency, community and environmental organizations, Northwest Hospital officials, area property owners, residents and other interested parties, shall ensure that medical waste from the Hospital is disposed of in a manner that is safe and environmentally responsible and that poses the least possible risk to Hospital patients and staff, area residents, and residents of areas where the waste may eventually be processed or stored. These parties shall also ensure that remedial services, including health screenings and follow up treatment, are provided as necessary for affected residents.

Actions:

- E-2-1** The Seattle City Council shall amend the Land Use Code to prohibit the incineration of medical waste in or near residential zones.
- E-2-2** The Seattle King County Health Department shall immediately implement a regular program for testing all ash generated by the incinerator for toxicity and for safe disposal of such ash based on toxicity levels.
- E-2-3** The Department of Design Construction and Land Use shall review the conditions included within the Northwest Hospital Master Plan and provide the City Council, community and environmental organizations, Northwest Hospital officials, area property owners, residents and other interested parties with an analysis regarding its authority to enforce the conditions therein. Specifically, the Department shall evaluate its authority to revoke any permits issued to the incinerator under the Seattle Land Use Code based on safety violations or on new information regarding the dangers of dioxins, mercury, cadmium, lead, and other pollutants to human health and the environment.
- E-2-4** The Department of Design Construction and Land Use, in conjunction with the Seattle King County Department of Public Health and Seattle Public Utilities, shall establish a method for enforcing the condition within the Northwest Hospital Master Plan providing that the Hospital shall only incinerate infectious waste.
- E-2-5** The Department of Design, Construction, and Land Use, pursuant to the Northwest Hospital Master Plan, shall require Northwest Hospital to provide a comprehensive report to the community on the conditions that led to the 1998 violations of permitted hydrogen chloride standards, the estimated number of weeks the incinerator was in violation, the possible health impacts from these violations, and the safeguards that will be instituted to ensure that such violations are promptly identified in the future, including the possibility of instituting continuous monitoring for hydrogen chloride.

Policy E-3 Seattle Public Utilities, in conjunction with the Seattle King County Health Department, shall collect and analyze data regarding potential health impacts from prolonged exposure over several decades to emissions from the freeway and the medical waste incinerator, including dioxins, lead, cadmium, mercury and other contaminants, in combination with emissions from other sources. The other sources shall include, but not be limited to, the property near Stone Ave. which was formerly used as a dump and City facilities presently used for household hazardous waste disposal and storage of City-owned heavy equipment.

Actions:

- E-3-1** The agencies mentioned above shall test the water and sediment in the Bitter Lake Reservoir, Haller Lake, Bitter Lake, and local creeks for dioxin, mercury, lead, cadmium and other potential pollutants as identified by these agencies in consultation with health and environmental organizations.

E-3-2 Based on the analysis above, the agencies will design and implement remedial actions as necessary and propose measures to prevent further impacts.

E-3-3 The Seattle King County Health Department will provide health screenings to check levels of contaminants within area residents, with a special emphasis on children and the elderly, who may be more vulnerable to the effects of these contaminants.

Policy E-4 The City, after consultation with the Puget Sound Air Pollution Control Authority, will request that Northwest Hospital voluntarily take the following measures to minimize the safety risks from its medical waste incinerator and provide additional public information regarding incinerator operations:

- Discontinue burning during burn bans and other periods of poor air quality.
- Discontinue burning chlorinated plastics, which create dioxins.
- Install a radiation detector on the waste feed line to prevent radioactive material from entering the burn chamber.
- Install a flow detector in the line that feeds the dry scrubber to remedy previous problems with clogged scrubber feed lines.
- Install a broken bag detector in the **baghouse** to detect leaky or ruptured bags, sound an alarm and initiate a shutdown.
- Add a wet scrubber to the control system to ensure more efficient control of some pollutants.
- Make original records of incinerator operation available to the public in a convenient location, such as the Broadview Library, and in a timely manner.

Policy E-5 The City, in conjunction with the creek stewards, community and environmental organizations, property owners, residents, and other interested parties, will identify buried reaches of **local** creeks (Piper's, Broadview, Thornton) and explore opportunities to daylight and/or protect and restore the creeks.

Actions:

E-5-1 The City will continue to implement the Creek Action Plans for Piper's and Thornton Creeks and to revise them as opportunities arise, possibly to include new information from the analyses mentioned above. The City, in conjunction with the parties mentioned above, will evaluate the need for a Creek Action Plan for Broadview Creek.

E-5-2 The City will provide members of the Creek Action Plan committees with copies of this Plan.

Policy E-6 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify environmentally sound ways to increase public access to the area's lakes, creeks, and Puget Sound and to enhance existing public access locations. In addition, the City will establish incentives for private property owners to increase public access to the shorelines and other public natural areas.

Policy E-7 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties will review the effectiveness of current Code standards governing noise control as well as current Noise and Land Use Code enforcement procedures. The City will propose and implement revisions as a result of this review. In addition to the standards within the Noise Code, this review shall also consider provisions governing the design, siting, and screening of buildings and appurtenances to minimize noise from mechanical equipment, street and parking lot traffic, delivery trucks, and other noise generating sources and activities. In addition, the parties mentioned above will review the flight pattern agreements between the City of Seattle and the Seattle-Tacoma Airport, King County Airport, and local seaplane airports to ensure that flight plan agreements are being followed and determine whether revisions are required.

Policy E-8 The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall analyze the impact of redevelopment of the Bitter Lake Reservoir on the flow of ground water discharge into Bitter Lake and implement measures to ensure that Bitter Lake is not negatively impacted by this redevelopment.

Policy E-9 The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall explore the need for additional **signage** and safety monitoring of Bitter Lake, Haller Lake, and local Puget Sound beaches, including the possible need for life guard service at Puget Sound beaches. This review shall also determine whether additional **signage** is required to prevent against swimming in dangerous areas and consumption of contaminated fish, shellfish, or seaweed.

Policy E-10 The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall provide for improved garbage and **recyclables** collection through litter barrels, **recyclable** barrels, and litter pick-ups at area beaches, parks, bus stops, and other public gathering places.

Next Steps

Policy NS-1 The Planning Group will work in conjunction with established community organizations to designate lead organizations for Plan implementation, to develop a methodology and schedule for review of this Plan, and to develop procedures for Plan amendment. These organizations shall include, but shall not be limited to, the Broadview Community Council, the Haller Lake Community Club, the Aurora Avenue Merchants Association, as well as any stewardship organizations established to serve the area's parks, creeks, lakes, and other natural resources.

**List of projects submitted for Neighborhood Street Funding 1999-2000
by Mike Vincent**

135th Ave. N. @ Stone Ave. N.

Existing Problem: 138th Avenue North is the only paved east-west pedestrian path in the Northwest district in the area between North Northgate Way and 145th Ave. N.

Proposed solution: Connect existing paved sections using the city right-of-way between **Ashworth** Avenue N. and Stone Ave. N. at N. 135th St. This is an undeveloped City right-of-way and would provide the last link in a concrete paved east-west pedestrian path connecting Meridian Avenue N., Ingraham High School and the signalized crossing and adjacent businesses at 135th and Aurora Avenue N. N. 135th from Stone Ave. to Aurora already has sidewalks, as does the north side of Ingraham between Meridian and Ashworth.

138th Ave. N. is the only paved east-west pedestrian path in the Northwest district between North Northgate Way and 145th Av. N.

Proposed solution: Providing an asphalt footpath and traffic barrier along the south side of N. 115th connecting Meridian Ave. N. to Aurora Ave. N. This would connect Meridian Ave. N., Northwest Hospital, and Aurora with a continuously paved footpath.

Large "Super blocks" along the Aurora Ave. **N.** corridor from 105th to 145th prohibit the east-west flows of pedestrian and bicycle **traffic**.

Proposed solution:

Request Evergreen-Washelli Cemetery allow daytime pedestrian and bicycle access across its property at N. 115th between Aurora Ave. N. and Interurban Trail at Linden Ave. Remove stairs at Aurora access (for ADA/bicycle access).

Large "Super blocks" along the Aurora Ave. N. corridor from 105th to 145th prohibit the east-west flows of pedestrian and bicycle traffic. East-west rights-of-way have been blocked by development, or are undeveloped and impassable.

Proposed solution:

Provide a direct east-west pedestrian and bicycle path between Meridian Ave. N. at Northgate Way (Northgate) and the Interurban Trail at **Fremont** Ave.

Part A:

Request Evergreen-Washelli Cemetery allow daytime pedestrian and bicycle access across its property to or near 110th Ave. N. between Stone Ave. and Aurora Ave.

Part B:

Provide a paved pedestrian and bicycle path along the existing wooded 110th Ave. N. right-of-way between Meridian Ave. N. and **Ashworth** Ave. N.

Part C:

Provide an asphalt path along the N. 110th right-of-way between Aurora Ave. N. and North Park Ave. N.

North-south pedestrian and bicycle traffic is discouraged by missing or incomplete sections that are unpaved.

Proposed solution:

Connect Stone Ave. N. with paved path between 117th Ave. N. and approx. 124th Ave. N. (A portion of Stone Ave. N. from N. 117th to approx. N. 120th is already asphalt paved).

130th Ave. N. is the only paved east-west pedestrian path in the Northwest district in the area between N. Northgate Way and 145th Ave. N.

Proposed Solutions

Proposal A

Provide asphalt footpath and raised traffic separation barrier along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. between pavement and existing drainage ditches (traffic separation needed).

Proposal B

Provide asphalt footpath along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. outside the drainage ditches (no further traffic separation needed.)

Proposal C

Cover existing drainage ditch along either side of Roosevelt with asphalt footpath.

During an emergency call when the traffic signal at N. 130th and Greenwood Ave. N. is over-ridden stopping traffic, cars back up on Greenwood in the southbound lanes north across **132nd** Ave. thereby blocking the left (westbound) turning of Fire Dept. apparatus. There is currently a mid-block signalized pedestrian only crossing to the south of this intersection.

Proposed solution:

Remove the existing pedestrian crossing south of **132nd** and install an “on demand” full 3-way signalized crossing at the intersection of **132nd** and Greenwood (Broadview Thomson School) and coordinate it with the main traffic signal at 130th and Greenwood to stop southbound traffic during an emergency call before it can back up and block this intersection.

North-south pedestrian and bicycle traffic is discouraged by missing or incomplete sections that are unpaved.

Proposed solution:

Connect 110th Ave. N. at Fremont Ave. N. to 128th Ave. N. at Linden Ave. N. with a paved asphalt path along the current City Light right-of-way corridor. This project “dovetails” with the proposed pedestrian friendly “green street” designation of Linden Ave. N from N. 128th to N. 145th.

How this Plan was Made

Public Participation Report of the Broadview-Bitter Lake-Haller Lake Neighborhood Planning Group

Preliminary Organizing

Neighborhood planning in the Broadview-Bitter Lake-Haller Lake area began with informal discussions by NPO with the Broadview Community Council, Haller Lake Community Club and Aurora Avenue Merchants Association leadership. Both the Broadview Community Council and the Haller Lake Community Club conducted surveys during 1995 to define issues for their neighborhoods and, in the case of **Haller Lake**, to update the Haller Lake Plan. Leaders of the Broadview and **Haller Lake** Community organizations developed a joint organizing committee to attempt to recruit wide stakeholder participation in responding to the City preliminary designation of the urban village. The Aurora Avenue Merchants Association declined to participate, but offered to review any plan that emerged and to respond. The Haller Lake Community Club generously provided meeting space and a fiscal agent for Phase I.

Phase I - Organizing

Formal Phase I work began in September 1996 with an NPO Phase I contract for \$17,760, rather more funding than most NPO Phase I contracts in recognition of the challenges of this area. A key barrier to the work has been the lack of a center or focus, the difficulty in imagining an “urban village” in a physical area lacking basic pedestrian facilities, bisected by the Aurora Avenue Corridor, plagued by inadequate roadways, and experiencing regular flooding.

The group began working by arranging for an issues review by a group of talented University of Washington graduate urban planning students who conducted a project to identify major issues and their historic roots. Working with the Broadview and **Haller Lake** surveys, the students defined five major issue themes. The Organizing Committee hired a consulting firm to assist them in gathering information and defining issues and developing a scope-of-work for Phase II. Infrastructure deficits emerged as the key issue, exacerbated by heavy rainstorms in 1996, and the constituent organizations and individuals began working directly with SPU and **SEATLAN** on both spot improvements and long-range system planning issues.

While many participants in the group were visionary about the possibilities for creating a neighborhood plan, many also were skeptical about increased growth in the face of serious infrastructure deficits. The lack of business participation and the difficulty of recruiting participation from the Bitter Lake area and the local schools were very discouraging in the early years. By the end of 1997, the Organizing Committee volunteers were worn out. The major issues had been identified and a scope-of-work developed, yet there didn't seem to be enough volunteer energy to proceed. A major mailing was developed in late fall in the hopes of generating new leadership.

Organizing the Neighborhood Planning Committee

On April 18, 1997 the Bitter Lake Community Center opened, and the long-awaited development of a major Albertson's at the northeast corner of Aurora and 130th began.

The November 13, 1997 organizing meeting for Phase II, held at the new Bitter Lake Community Center generated some new enthusiasm but it was not until March of 1998 that a new group emerged dedicated to creating a neighborhood plan based on the previously developed issues and scope-of-work and inclusive of several new activists from the Bitter Lake area and Broadview-Thomson School. Still short of business participation, the new Planning Group meetings held at the new Community Center attracted 50-65 people regularly and a geographically representative steering committee was formed. New co-chairs, one from Haller Lake and one from Broadview came on board. The Transportation Committee, which had been meeting independently each Saturday, continued recruiting and studying and developed excellent new leadership. The Land Use Committee, also meeting independently conducted studies, driving and walking tours, and further identified issues.

Creating a Plan (Phase II)

Phase II funding was made available in May 1998 and the Steering Committee hired a consultant team. Working with the Steering Committee and each of the topical committees, a series of public monthly meetings held at the new Bitter Lake Community Center from May 1998 until the proposed rezone and validation meetings held in January 1999 created, revised, and adopted goals, policies, and objectives for the neighborhood plan. The plans of the Broadview-Thomson PTA to develop a playground and the concept of developing an intergenerational pathway connecting Greenwood Avenue North and Bitter Lake Park through the new playground became integrated into the neighborhood plan. Concerns about burning of medicinal waste at Northwest Hospital and the long-term effects of this burning over time lead to a well attended and stimulating panel discussion with participants from the Hospital and all regulatory agencies. Infrastructure issues continued to be discussed with SPU as the utility redevelops their own long-range plans and strategies. A draft plan was made available in December and January for review at the Broadview Library, which has developed a neighborhood planning resource facility and houses all neighborhood planning materials. A summary of the Draft Plan, rezone proposals, and upcoming meetings was distributed by carrier route to addresses in the wide outreach area of Broadview-Bitter Lake-Haller Lake, business and property owners.

Validation and Stewardship

Discussion and feedback during the validation process caused the group to drop their rezone proposals but stimulated conversations about a variety of issues related to Linden Avenue raised by property and business owners as **well** as new residential participants. The Aurora Avenue Merchants Association did carefully review and respond to the Draft Plan and their comments and attached plan for Aurora Avenue North was carefully reviewed by the group's committees. A revised plan and matrix were submitted to the City in March. New participants with specific interests in implementation emerged.

Currently, the Steering Committee is devoting energy to completing the City's adoption and approval package under emerging new leadership. A task force on the Linden

Avenue Project is being developed and a stewardship planning effort is underway. It is likely that portions of the neighborhood plan will be stewarded by existing organizations (Broadview Community Council, Haller Lake Community Club, Broadview-Thomson PTA) and that the Linden Avenue Project will continue to have its own ad hoc Task Force.

Studies, Publications, and Special Focus Activities

1996

- Formal review of U.W. Urban Planning Studio Student Work exploring the historic issues and challenges of the area, December 1996; formal presentation at the Big Event in February 1997.
- Letters mailed inviting local business people to create a business focus group or join the Organizing Committee in developing issues to be addressed in the neighborhood plan. There were no responses.
- Discussion with Principal, Ingraham High School.
- Careful development of outreach strategies focused upon local groups and resources.

1997

- First “stakeholder mailing” soliciting participation announces
- “Big Event” held on Feb. 1 at Ingraham High School; auxiliary events held on two weekdays before and after at the Broadview Library.
- Visitations by organizing committee members to churches, senior centers, and local businesses to generate interest and ensure notification.
- October, Scope-of-work for Phase II developed and mailed as a “stakeholder mailer” announcing
- November 13, Phase II kick-off and recruiting meeting.

1998

- January, Transportation Committee convenes and meets weekly throughout the year.
- January, Land Use Committee convenes and meets regularly throughout the year.
- January, Organizing Committee Infrastructure issues transmitted to SPU.
- March, Meeting at the Halter Lake Community Club revives the neighborhood planning process.
- May, Workshop and Report to the Community on Infrastructure **Issues** (City staff)
- June, Workshop and Report to the Community on Urban Village and Design Review **Issues** (City staff)
- July, Transportation Committee joins gathering of neighborhood planning groups from area above 85th Street to discuss mutual concerns
- August, Vision for the area (facilitated by consultants)
- September, An urban village? (facilitated by consultants, City staff available)
- October, Linden Street Project emerges, Neighborhood Plan Issues and Objectives Worksheet issues reviewed and validated (facilitated by consultants)
- November, Choices, Preliminary Draft Plan Distributed (facilitated by committee chairs)
- December, Refining the Draft Plan and Proposing Rezones

1999

- January, Vision 2020: Broadview-Bitter Lake-Haller Lake plan summary distributed by “stakeholder mailing” and announcing scheduled meetings (*below)
- January 20, Proposed Rezones Along Linden Avenue N. Meeting*
- January 27, First Plan Validation Meeting (Open House and Conversation)*
- January 30, Second Plan Validation Meeting*
- February 17, Public Forum on Medical Waste Incineration (Panel Discussion)*
- February 24, Public Meeting to review Key Decisions based on Validation Feedback*
- March 24, Public Meeting to Decide Where We Go From Here*
- April 16, Neighborhood Planning group hosts and Executive Tour of the area

Regular Meetings and Resources:

- The Planning Steering Committee met twice monthly throughout 1998 and continues under new leadership until the Plan is adopted by City Council.
- The Transportation Committee met weekly throughout 1998. The transportation consultant worked directly with this group to develop a detailed multi-modal transportation plan.
- The Land Use Committee met monthly throughout 1998.
- A telephone tree served as the most useful means of notifying people.
- The Broadview Library has provided a “home base” for materials, distribution, open houses, announcements, and meetings throughout the process.
- Mr. Bill's, a local restaurant, patiently put up with weekly Transportation Committee meetings, the **Haller** Lake Community Club room was made available to the Land Use committee, and the folks at the Bitter Lake Community Center really stretched their schedules to accommodate the Phase II planning work.

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Broadview-Bitter Lake-Haller Lake Phase I Co-chairs and Activists:

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